

## BICYCLE WEEK TO REVIVE INTEREST IN TWO-WHEEL VEHICLE

Thirtieth Anniversary of Invention of Pedal Machine Will Be Observed Here.

### SPORT DECLARED POPULAR

Dealers Will Give Special Displays With Big Race and Carnival Features.

Back to the Bicycle Week has arrived! Beginning Monday, the men and women who have perished in their affection for the two-wheeled friend of mankind will work wholeheartedly for a rejuvenation of its popularity.

In Washington, at least, the thirty years of faithful service of the bicycle is to be celebrated by an attempt to rouse further interest. The bicyclists declare that the wheeling population hasn't decreased very much despite the fact that there is not as much attention paid to bicycles now as there was a few years ago.

They insist that the bicycle business is doing well, and it is their desire that the whole world shall know this.

Not Hurt By Jitney. The jitney hasn't displaced its fore-runner, they insist, and because they believe the bicycle should become once more the topic of general conversation, they have ordained that next week every sentence spoken by a bicyclist shall in some way refer to the value of their favorite mode of transportation.

Bicycle Week is to be observed in all sections by the people who deal in bicycle specialties as well as by the organizations that have bicycle riding as their principal object. The League of American Wheelmen and other national bodies are behind the movement.

Bicycle dealers in Washington intend to make the week noteworthy for the display of various kinds of wheels and equipment.

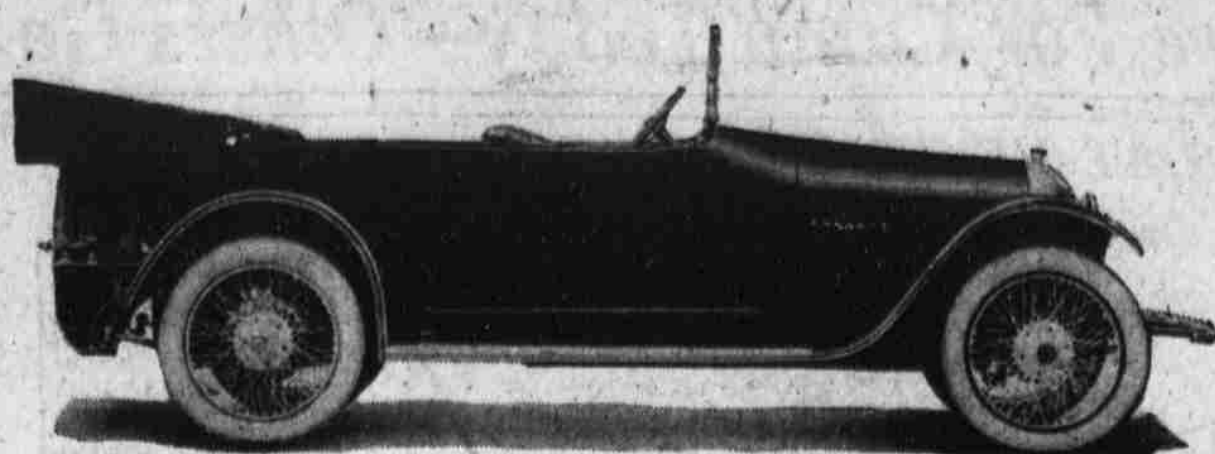
The big improvements that have been made in the manufacture of bicycles will be shown in the displays.

While it is the purpose of those interested in the celebration of the week to recall more particularly the wheels that are propelled by physical force of the rider, at the same time they have taken into consideration the fact that this is a gasoline age, and have let the motorcyclists into their scheme of things.

Likewise, they will have on display in various parts of the city some of the devices that have been prepared which, attached to an ordinary bicycle, make a motor-driven vehicle of it.

Race On Rollers. The old days of the wheel will be recalled by the visitors to Haverford's Bicycle Store, 43-45 Tenth street, where for four hours each day next week a go-as-you-please bicycle race

## PATHFINDER "TWIN SIX" COMING



Latest member of the twin family, which will be in Washington on

Tuesday at the Pathfinder Sales Company, 643 Maryland avenue.

## PRESSURE ON COAL OWNERS RUMORED

Munitions Makers Reported to Have Urged Acceptance of Miners' Demands.

NEW YORK, Feb. 25.—Reports that pressure has been brought to bear on the bituminous coal operators to force them to come to a speedy agreement with their workers followed adjournment of the joint subcommittee of the miners and operators.

Persistent rumors were circulated that certain powerful corporations, alarmed at the mention of trouble in the soft coal fields and the consequent effects on munitions manufacture, have intimated to the operators that it will be expedient for them quickly to come to the best terms they can get, and draw up a working agreement with the union to replace that which expires March 31.

While it was impossible to obtain confirmation of these reports, it was pointed out that the request of the operators that the equivalent increase of all of the demands be computed indicated a desire for a speedy settlement. The operators themselves laughed at the rumors.

Union Officials Jubilant. Officials of the union were jubilant over the day's events, and frankly admitted they considered them a distinct gain. There was a general opinion that a settlement, unless some unforeseen obstacle appears, will be reached by the middle of next week. The possibility of a settlement today was even suggested.

Most of the eleven demands of the miners are of a highly technical nature, and the prospect that each would have to be taken up separately promised interminable delays. Thursday, the first day of the conference, was devoted to the first demand, for payment of a mine run basis, and the situation after the day's sessions apparently was further from a settlement than ever.

Soon after the joint subcommittee met yesterday morning, however, the operators requested that the workers figure out just what all their demands would aggregate. Accordingly, the operators withdrew, while the union officials worked until nearly 5 o'clock last night on the necessary calculations.

Most of the demands really mean an increase of pay, although they deal with technical details of mine operation. They thus can be expressed in percentages of the payroll and added together.

To Add Increase Demanded. It was learned that the miners plan, after they have figured this out, to add the 10 and 20 per cent increases they have asked as separate demands. Little difficulty was anticipated on this point, however, as it was not believed the union would neglect an opportunity of a speedy favorable adjustment in an attempt to press its full demands.

The full subcommittee reconvened this morning. If the calculations requested are completed definite steps toward an agreement may be expected shortly.

John P. White, president of the United Mine Workers of America, said it has not yet been decided to put over the meeting of the joint subcommittee of the anthracite operators and workers, scheduled for next Monday. If the bituminous negotiations by then have reached a state nearing completion, however, it was thought likely the anthracite meeting will be postponed until Wednesday.

## ELLIOTT SEES ROSY FUTURE FOR ROADS

New Haven's President Criticizes Government's \$40,000,000 Valuation Project.

NEW YORK, Feb. 24.—Howard Elliott, president of the New Haven railroad, has asserted his belief that the physical valuation of railroads when completed by the Federal Government "will show that American railroads generally are worth more than the per value of their securities, that the constant charge of overcapitalization will be refuted and one unfortunate element in the settlement of our transportation problem will be eliminated."

He expressed this view in an address at a banquet of the trust companies' section of the American Bankers' Association. Embodied in his speech was the statement that no reason had been given for passing the act authorizing the valuation.

The work will cost \$40,000,000 to \$75,000,000, and he remarked, "Why does the country engage in this work, and could not the same amount of money have been spent to better advantage for the countless improvements needed on the railways?"

Doubts Note-Making Value. "The law itself does not give the reasons," Elliott continued, "and each person must give his own reason. Some say the valuation is made so as to produce a better basis for making rates; others that it is made for the purpose of adjusting taxes properly; others that it is for the purpose of finding a figure at which the Government could take over the railways and operate them; others that the establishment of the valuation will form a sound basis for credit and be a step forward to settling the complicated transportation problem of the United States."

Admitting mistakes and abuses in the years spent in the great task of creating 250,000 miles of railroads, the speaker doubted if the millions spent on a valuation now will be of any great help in making rates. He argued also that investors have a right to the reward of their wisdom and foresight—in other words, to the increment, no matter if the growth of the country has been a great factor in causing that increase.

Loose Talk About "Water." He expressed his confidence also that the valuation will stop a great deal of loose talk about the "water" in capitalization of American railroads, which, he pointed out, are capitalized at about \$67,000 a mile, as against \$25,000 a mile in Germany and \$35,000 in Belgium.

"Whether there was a demand for this valuation is not now the question," he said. "The law is here and must be obeyed, and it is to the interest of the railway owners to have the valuation made as rapidly as possible, and railway managers as a whole are heartily and earnestly co-operating with Director Protty and his large organization in bringing about the desired result."

Under the present difficult conditions confronting the American railways, it would seem that the faith of the railway bondholder and stockholder must be pinned to the Interstate Commerce Commission, and that valuation cannot be completed too soon for the investing public, and for the benefit of the users of the railways."

Lectures on Art. An illustrated lecture on "Early American Art" was given by Dr. Edgar L. Hewett, director of the School of American Archaeology, at a meeting of the Art and Archaeology League at the Corcoran Gallery of Art this afternoon.

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## CADETS TO COMPETE FOR FINAL HONORS

Two Central High School Teams Will Participate in War Game Tonight.

Two teams of high school cadets, both representing Central, will compete tonight at the Franklin School for final honors in the "war games" which the five high schools have been waging during the past fortnight to determine which is superior in military strategy.

The teams are known as Central No. 1 and Central No. 2, and each won its right to compete in tonight's final at the semi-final contests yesterday.

West-ern's team, which was entered in the semi-finals, lost to Central No. 2 last night. Yesterday afternoon Tech, lost to Central No. 1.

The games are played on a military map of the battlefield at Gettysburg by teams of six cadets each, composed mostly of officers from the different companies. They are prepared by the War College at Washington Barracks, and are modeled after those played by the army officers at the college.

The problems to confront them are unknown to the competitors until the night of the contests, and especially strict secrecy is being maintained as to the tactics that will be employed tonight. Most of the problems in the preliminaries had semi-finals have consisted in part in moving troops or supplies in a certain direction, and in part of blocking such movements.

The war games, it is stated by War Department officials who have witnessed them, are probably the most pretentious ever undertaken in preparatory military schools. The cadets have won much commendation for the manner in which they have handled military problems.

A different officer is detailed from the War Department to judge each contest, and they are under the general supervision of Lieut. E. Z. Steyer.

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**National Highway**  
Six and Twelve Cylinder Cars

"America's Best Looking Car" opens touring vistas, as distant, and varied as all out-of-doors.

The new Nationals are a triumph possible only from a "breed" of cars that have boasted International Speed Champions, and World Stock Car Champions—the climax that culminates fifteen years experience.

Only a ride can prove to you the uninterrupted pleasure one enjoys when touring in these new commodious craft, regardless of the length of the tour or the roads you encounter.

"Highway" Six \$1690 "Highway" Twelve \$1990 "Newport" Six \$2375

**COMBS-MOTOR COMPANY**  
Vermont Avenue and H St. N. W.

# Be a Bicyclist--for Pleasure--for Health--for Economy



THE bicycle is coming into its own again and the week of February 28 has been set aside as National Bicycle Week. In all parts of the country, from the obscure village to the great metropolitan center, exhibits and demonstrations will prove the general utility of this popular means of locomotion.

Spring will soon be with us. Think of the joys of an early morning spin over the country roads, breathing in the pure ozone and enjoying the beautiful scenery. There's hardly a muscle of the entire body that "is not brought into play—hence your bicyclist is always physically "fit" and, mentally, a clear thinker.

A bicycle is economical, too. Hardly any expense at all, aside from the initial cost, and it will soon save itself in carfare expense. Then, it's quicker. No waiting for cars—just jump on and you're there in a jiffy!

Ask any of the following representative bicycle dealers of Washington. They'll be glad to prove to your satisfaction that every one of these statements is absolutely true.

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| <b>HAVERFORD CYCLE CO., C. H. Gross, Mgr.</b> —Hudson and Dayton Bicycles, also Second-hand Bicycles, Full Line of Sundries. 523 10th St. N. W. Main 6588. | <b>DEDDGE'S MOTORCYCLE AND BICYCLE REPAIR SHOP</b> —Bicycles sold on easy payments. Tommy Dedge, Mgr., 2333 18th St. N. W. Phone Col. 5449. | <b>CLARENCE S. KESSLER &amp; BRO.</b> —Manufacturers of and Wholesale Dealers in Cycle Materials, Fittings, and Sundries. Nothing Sold at Retail. 605 1/2 E Street N. W. Main 3072. | <b>GEO. MacPHERSON</b> —Expert Bicycle Repairing. New Wheels; Payments if Desired; Work Called For and Delivered. 106 Florida Ave. N. E. Phone N. 2903. |
| <b>P. J. MENDELL &amp; COMPANY</b> —Dealers in Bicycles, Motorcycles, Tires, Sundries, and Repairing. 1701 Seventh St. N. W. North 2461.                   | <b>H. W. HIGHAM, JR., 105 B St. S. E.</b> —High-Grade Bicycles, Repairs and Sundries. Phone Linc. 647.                                      | <b>E. P. HAZLETON</b> —High-Grade Bicycles, Repairs and Sundries. Cash or installments. 429-431 Tenth Street N. W. Phone Main 636.  | <b>HARRY F. SEAMARK, S. E. Cor. 6th and G Sts. N. W.</b> —Agency for Merkel and Emblem Motorcycles and Bicycles. Phone M. 2953.                         |
| <b>NORTHEAST BICYCLE EXCHANGE</b> —Frank M. Lanham, Prop. New and Second-hand Bicycles, 506 H St. N. E. Phone Linc. 379.                                   | <b>OSBORN &amp; LEISHEAR, Distributors, 823 9th St. N. W.</b> —You ought to see the new Indian Bicycle line. Phone M. 7069.                 | <b>ACME REPAIR AND BICYCLE CO.</b> —J. E. Shaw, Proprietor. 1749 Pennsylvania Avenue N. W. Cleveland and other bicycles. M. 3804.   |   |